



# TRANSPORT'S VICTIMS MAY BE 101

## Carter Glass Hurls Back Charges at Sen. Chamberlain

Takes up Allegations of Oregon Senator in Detail and Answers That the Latter Has "Stopped Functioning" Instead of the War Department.

WASHINGTON, Feb. 7.—The Wilson administration defended itself today against the charges of Sen. Chamberlain that the "military establishment of America had fallen down," and that there is "inefficiency in every bureau and every department of the government."

Rep. Carter Glass of Virginia put in the administration defense, while crowded galleries listened. He attacked Sen. Chamberlain with stinging sarcasm and repeatedly he asked "what are the motives of this man who calls himself the president's friend?"

Glass threw back the charge that the military establishment had "almost stopped functioning." Rather it was Sen. Chamberlain, he said, who had ceased to function. He placed the blame for the condition in which the war department found itself at the outbreak of war upon Congress.

Answers Charges Separately. One by one he took up the charges made by the Oregon senator and by quoting from Sec'y Baker's testimony and from other official records sought to refute them. "Almost at the very moment of Herling had appointed to state his terms, at a time when internal tumult, doubt and distress reigned out for peace were threatening to topple thrones and banish dynasties. Mr. Chamberlain, without warning of any description, projects this astounding attack on the government of his country," Glass exclaimed.

"The military establishment," he said, "was a myth—it was non-existent! That's what Reventlow and Tirpitz had been teaching. That's the doctrine with which the scornful masters of the German people had been seducing their discontent and quieting their fears of disaster."

"How obliged to Mr. Chamberlain and his kindred spirits will the Kaiser be for thus publicly confirming their contemptuous estimate of American willingness and American capacity to fight for American freedom. By this speech the declining morale of the German citizen and soldier will be retrieved. Who can foretell the sequel of this? Thousands of American boys who might have escaped may have been maintained in battle; other thousands who might have survived may find their last resting place in the plains of Flanders."

The first of Chamberlain's charges taken up by Glass was that France had to supply American troops with guns and ammunition. This was a fact, he added. "But what member of Congress has very definitely known," he asked, "that France is furnishing the American army with guns, not because we sought to deplete her 'treasure stores' but because her chosen ambassadors asked the privilege of arming our expeditionary force from her over-supplied arsenal?"

Joffre's Advice. He recalled that Marshal Joffre had "warned against the folly of hurriedly attempting to throw into France an army of untrained and untested American troops." Joffre suggested that the first division of the best trained troops of the regular army be sent to France for its moral effect.

"When it was suggested to Joffre that we had no immediate equipment," he said, "he was promptly replied that France had an over-abundance."

## COMPILE LIST OF ALL MEN ON THE TUSCANIA

War Department Will Notify Next of Kin Soon as Survivors Lists are Received—Get 30 Names.

WASHINGTON, Feb. 7.—Following a conference between Sec'y of War Baker and Adj. Gen. McCain, orders were issued to the adjutant's department to compile immediately a list of all persons on board of the torpedoed transport Tuscania. Telegrams also directed sent to all named next to kin announcing that named relative was on board. Then, as fast as possible, this telegram will be followed with another making plain whether the person named is saved or missing.

Action finally decided on was a reversal of the earlier position which Sec'y Baker assumed which was that no lists would be made public until the fate of the persons named had been ascertained. The change was made at the direct request of Gen. McCain.

HERE ARE NAMES OF 30 SURVIVORS. WASHINGTON, Feb. 7.—That additional survivors from the torpedoed Tuscania have been landed was the construction placed by Adj. Gen. McCain today on a list of 30 names cabled from London as having been landed at Fort Ellen Islay, Scotland. He said that while this was his belief he was not certain because names may be in the list of those already in the hands of the embassy at London.

At the same time he was notified that there were 600 in the party of survivors who have been landed at Larn, Ireland, according to the report of the American consul general at Belfast.

Following are the men safe at Fort Ellen Islay: Casual officers, SECOND LIEUT. FRANK L. MAKER, engineer reserve corps; following belonging to Co. E, 8th battalion, 20th engineers, FOREY, FIRST LIEUT. SCHWEISSER, SERGEANT, JAMES T. MOSE, CPL. HOWARD E. BULLOCK, CPL. WILLIAM A. CHERRY, PRIVATES ALVA BOWMAN, DALE C. HAZELLETT, WILLIAM HICKERING, CHARLES H. INCEK, HARRY A. KEELER, LLOYD LEBRETT, JAMES T. MOSE, WALTER MAC ZARECK, DAVID FOE, EDWARD B. PETERSON, J. W. REED, L. M. ROBERTS, LEE F. PERZIA, RALPH UPHUS, A. VANDENDRIESCHE, COLEMAN WHITE, JOHN S. WILLIAMS, EDWARD L. ANDERSON, TOM ASHBY, FRANK S. BREZ, JAMES BASYE, ALEXANDER M. BISH, 107th supply company, PRIVATE H. KLEIST, 158th aero squadron, PRIVATES JOHN R. FLEMING and EDWARD F. KLINGMAN.

VICE PRESIDENT QUILTS. International News Service: NEW YORK, Feb. 7.—E. D. Levy has resigned as vice president and general manager of the St. Louis and San Francisco railroad, according to announcement this afternoon here by the board of directors.

A Distinctly Noticeable Scoop on Chicago Dailies

## \$945,000,000 A YEAR PROPOSED FOR RAILROADS UNDER PROVISIONS OF BILL NOW BEFORE CONGRESS

International News Service: WASHINGTON, Feb. 7.—The government will guarantee the railroads approximately \$945,000,000 a year under the provisions of the railroad bill now before Congress. This was the estimate of the senate interstate commerce committee in making a report this afternoon on the measure. The bill will be taken up in the senate Monday.

The committee strongly defended its action in limiting the period of government control of the railroads to 18 months after the end of the war. It pointed out it had authorized the president to terminate the government operation of the roads at any time within the 18 month limitation. It took the position that the bill was not a war measure and left the question of permanent government ownership of the railroads entirely open to future action.

May Need Adjustment. "It is possible," said the committee, "that certain conditions may arise from federal control which will need adjustment before the properties are returned to their owners, and a reasonable period should intervene in which these conditions may be met and adjusted. It may be that the nation will be unwilling to return to conditions obtaining before the assumption of federal control."

These problems will require time for careful and deliberate consideration. Therefore, the committee has suggested a period of 18 months and they will be found adequate for that purpose.

War Emergency Purposes. "Your committee has adhered to the set purpose to limit this legislation to war emergency purposes and to avoid all contentions and controversial questions. We believe the bill will accomplish these results. It follows closely the president's recommendations. It has, in its main provisions and purpose, received general approval and comparatively little criticism."

The committee expressed the belief that the most of the great railroad systems would accept the basis of compensation "as a just and fair measure of their constitutional rights." In requiring the railroads to pay their own war taxes, the committee declared that it was only just that "the holders of railroad securities should bear their own portion of the war burden."

The committee explained that in addition to the basis of compensation first proposed it had inserted a provision authorizing a return, "at such reasonable rate as the president may determine," upon the cost of additional transportation facilities made during the last half of 1917.

Explain Addition. "This addition," said the committee, "of perhaps 10 to 15 millions is made in the interest of equality, it appearing that \$250,000,000 of additional capital has been put into new transportation facilities during the last half of 1917 by a comparative few of the carriers taken under federal control."

## "Loss of Tuscania Unites Nation to Press on"—Baker

International News Service: WASHINGTON, Feb. 7.—"The sinking of the Tuscania brings us face to face with the losses of war in its most relentless form," declared Sec'y of War Baker in a formal statement today. "It is a fresh challenge to the civilized world by an adversary who has refined, but made more deadly, the stealth of the savage in warfare."

"We must win this war and we will win this war. Losses like this unite the country in sympathy with the families of those who have suffered loss; they also unite us and make more determined our purpose to press on."

"As rapidly as details come in they will be given to the public in order to relieve anxiety where possible and notice will be sent as promptly as possible to those whose sons and brothers have been added to the nation's heroic dead."

CONFLICTING NEWS ON PEACE PARLEY. One Report Says Russ Have Reached Agreement, Another That Break Came.

International News Service: COPENHAGEN, Feb. 7.—Two flatly contradictory reports relative to the Brest Litovsk peace negotiations were current in Petrograd today. One was that the bolsheviks have concluded peace with the central empires; the other was that the negotiations between the bolsheviks and the Germans had been broken off and that the central powers were now parleying solely with the Ukrainians.

Neither report had been officially confirmed. Petrograd reported that communication between that city and Brest Litovsk was interrupted. Nicholas Lenin, the bolshevik premier, was quoted as saying that the Germans had purposely isolated Brest Litovsk because "they evidently had something to hide."

Many Austro-German prisoners of war in Russia have been released and are swimming Petrograd, but the Austro-German military authorities are reluctant to allow them to return home for fear they might be "afflicted with the germ of bolshevism."

Several thousand Russian troops on the Rumanian front are reported to have deserted to the Austro-Hungarian lines.

## BRITISH ADMIRALTY'S REPORT GIVES HOPES FOR LESSER LOSSES

Navy Department Keeps Details of Disaster Secret Temporarily But Effective Work of Convoys Helped to Minimize the Casualty List.

International News Service: WASHINGTON, Feb. 7.—A complete report dealing with the attack on the transport Tuscania, carrying American troops to France via Great Britain has been received by the navy department. It will not be made public at this time. It is understood, however, that the report shows that the Tuscania, a British vessel, was under the direction of the British admiralty when lost and was under convoy of British destroyers. The excellent work of the destroyers is declared to have been directly responsible for the comparatively small casualty list.

Naval officials refused to comment on the loss of the Tuscania. They made it plain however, that the vessel was sunk thus disposing of the earlier reports that she might still be afloat. They also said that they placed no reliance in rumors that a floating mine and not a submarine was responsible for the loss of the vessel. Asked directly about whether the convoy was entirely British, officials would not reply, holding that it would be injudicious to discuss the convoy question in any way.

Number Lost Indefinite. Up to 1:45 this afternoon the army was still without any positive figures of the American lives lost. British admiralty reports received by cable said that 168 American officers and men had been lost. The official figures here made the number 231 if a cable list of 39 survivors landed in Scotland was not included in the original list prepared. War and navy department officials, however, said that they were very hopeful that the British admiralty figures were accurate and that even this number would be further reduced when all of the saved were reported.

Checked against this was an announcement of 39 officers and men landed in Scotland not believed to have been listed in London, which reduced the number to 221. Unofficial word that reached the war department indicated that there still were survivors on the convoy and this report made the number missing from the American forces 170. The war department was anxiously checking all lists by cable and hoped to be able to make a definite announcement before night.

Rumor Ship is Afloat. One dispatch from London said that the Tuscania was reported in London to be still afloat. This was not confirmed and navy department officials made it plain in discussing it that London had simply transmitted the report "for what it was worth." Officials hoped that it was so but accepted it with the utmost reserve.

Details of the attack are still withheld by the navy department. It is known that a report on this line has been received from Admiral Sims but it has been withheld for military reasons for the present. Later on it will be made public. However, it is known that the convoy ships commissioned to defend the Tuscania and the other transports which accompanied her were prepared for any possibility owing to the threats that had been made by the German admiralty that the German U-boats would concentrate their attacks upon the American transports.

There also was a report that the Tuscania had struck a floating mine instead of having been torpedoed. But this report was without any official confirmation and like the one that the transport still floated was accepted simply as a rumor.

Report to British. Neither the navy nor the war department would say whether the Tuscania was under the direction of the American or British admiralty. It is accepted that she was manned by her original British officers and crew and that, as they are all members of the Royal naval reserve, the British admiralty was in control. However, it was entirely likely that even though this was so, American

**EXTRA!**  
BULLETIN.  
Associated Press Service.  
LONDON, Feb. 7.—The loss of life on the Tuscania is now estimated at only 101. This total is given in a dispatch from a correspondent of the Associated Press in Ireland and subsequently was confirmed by the American embassy.

destroyers formed part, if not all of the conveying flotilla. With British officers in command it was explained that they would report all of the facts of the attack to the British admiralty. The latter, however, was working in complete cooperation with Vice Admiral Sims, and his aides and they were kept fully posted on all that was going on. In connection with this it was understood that while all reports received by the navy department dealing with the Tuscania were signed, as a matter of routine, by Vice Admiral Sims, they were not sent forward by him but by his chief assistant. The vice admiral is at present on a trip to consult with the Italian navy.

Baker Expresses Attitude. While his department was making every effort to get a complete list of the missing from the Tuscania, the attitude of the government was sharply expressed by Sec'y of War Baker. Declaring that the sinking of the Tuscania has brought the nation face to face with the losses of war in its most relentless form, he declared: "We must win this war and we will win this war!"

The majority of the officers on board of the Tuscania are believed here to have been saved. The men on board were former Michigan and Wisconsin national guardsmen and three companies and headquarters of the 29th engineers, regulars. The 26th engineers is the largest regiment in the world. It is a forestry regiment and its aggregate strength is 17,000 officers and men. Col. W. A. Mitchell, U. S. A., is the commanding officer and the regiment was trained here in Washington at Camp American university. The regiment was organized to cut timber in the French forests for military uses at the front for headquarters for the Y. M. C. A. but for timbering trenches.

Whether there was any battle between the destroyer convoy and the U-boat had not been made public by either the war department or the navy department and it was hoped that when the facts are revealed that it will be shown that the destroyers were able to repel the attack.

Washington Changed City. Washington was decidedly a changed city today. The successful attack on the transport had brought sternly home for the first time the great danger that marks the transportation of troops overseas. It also had served to end for all time the arguments of the many persons who have been declaring that Germany was not planning ruthless warfare on the United States. The loss of the Tuscania, officials pointed out, has confirmed fully the announcement by Sec'y of War Baker that the German military command had planned a concentrated attack against the American transports.

(CONTINUED ON PAGE FOUR.)

## GERMAN CHIEFS MOVE TO BELGIUM

Hindenburg and Ludendorff Get Behind Lines in Preparation for Drive.

International News Service: LONDON, Feb. 7.—Fresh evidence that Germany is continuing preparations for a great blow on the western front was received from Amsterdam today.

Advice from that source said that Field Marshal von Hindenburg, the German chief of staff and his chief aide, Gen. Ludendorff, have established their headquarters in Belgium.

The new western headquarters are said to be "within easy reach of Brussels," although the exact location was not given.

The removal of the headquarters of the two leading chiefs of the German army to a point behind the western front is accepted in military circles as having significance.

## VILLISTAS PLANNING BORDER TOWN RAIDS. MUTINY ALSO REPORTED

International News Service: EL PASO, Tex., Feb. 7.—Juarez and other border towns on the Mexican side are preparing today to resist an anticipated attack by the forces of Francisco Villa. Villa, according to reports is encamped at Racheria, 25 miles from Juarez.

The Villistas, it is declared, have been moving northward, plundering towns and destroying property. Pluma Dublan and Colonia Juarez are said to have been looted and thousands of cattle from ranches driven off.

Government garrisons, it is also reported are on the verge of mutiny, many soldiers refusing to fight the Villistas.

McAdoo NOT TO TAKE OVER ST. LOUIS CARS

International News Service: WASHINGTON, Feb. 7.—Railways Director McAdoo will not take over control of the street railway system of St. Louis. This was made plain today from sources close to the director general.

In the face of the growing strike situation, that St. Louis chamber of commerce yesterday decided to request that the system be placed under federal control as a war emergency measure. The formal request has not yet reached Mr. McAdoo, but it was pointed out that even if it did, he would comply, there is some doubt as to whether it is within his jurisdiction to take such action.

## KAISER'S FIREBUGS SET MORE FACTORIES ABLAZE

International News Service: EAST LIVERPOOL, O., Feb. 7.—David Dumont, night watchman, is believed to have perished and damage estimated at \$100,000 was caused in a fire which destroyed the plant of the Ahlmann Porcelain Co. here early today. The company was working on government contracts.

International News Service: ALBUQUERQUE, N. M., Feb. 7.—Fire last night destroyed the plant of the J. C. Russell Shovel Co., entailing a loss estimated at more than \$200,000. Origin of the fire is a mystery and incendiaries are suspected.

Trench shovels for the use of the American army were being made at the plant.

THINK SPIES ARE ABOARD LINER REACHING HERE

International News Service: AN ATLANTIC PORT, Feb. 7.—With 1,565 passengers on board, the liner Nieuw Amsterdam arrived here today after being held off shore throughout the night. All pier passes for the docking of the liner were suspended and baggage of each passenger was closely scrutinized. Officials of the Holland-America line, owners of the vessel, were not even allowed to go on board.

The fact that government agents who have been most successful in rounding up German plotters searched the liner and questioned the passengers led to the belief that German spies were on board.

BRITISH CAPTURE GERMAN PRISONERS AND GUNS

International News Service: LONDON, Feb. 7.—German prisoners and machine guns were captured when British troops raided a German trench near Arrmentieres during the night, the war office reported today. "The British casualties were slight. The German artillery was in action in the Lens and Cambrai sectors."

NOT CANDIDATE. International News Service: WASHINGTON, Feb. 7.—Sec'y of the Pres't Joseph Tumulty announced this afternoon that he is not and has not been a candidate to succeed the late Sen. William Hughes of New Jersey.

NOT CANDIDATE. International News Service: WASHINGTON, Feb. 7.—Sec'y of the Pres't Joseph Tumulty announced this afternoon that he is not and has not been a candidate to succeed the late Sen. William Hughes of New Jersey.